UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
99918TH STREET - SUITE 500
DENVER, CO 80202-2466
http://www.epa.gov/regionO8

POLREP No. 2
Corrine Diesel Spill
Corrine, Utah

I. BACKGROUND

Date:	03/22/2000
Subject:	Polrep No. 2
OSC:	Mike Zimmerman
Agency:	EPA - Region 8
Party Conducting the Action:	PRP - Chevron Pipeline
FPN Number:	A00013
OPA Project/Site No.	Z879
NRC No.:	517493
Date Started:	01/21/2000

II. SITUATION

On January 21, 2000, a release of diesel fuel from the Chevron Pipeline near Corrine, Utah was discovered by a rancher while checking his livestock. The underground pipeline traverses BLM land within the Bear River Migratory Bird Refuge. The release was into tributary areas of Bear River. The incident was reported to Chevron Pipeline which reported the incident at approximately 1630 hours.

III SITE INFORMATION

A. Incident Category

Discharge into surface water as covered in Section 311 of the Clean Water Act, 33 U.S.C. Section 1321 as amended by the Oil Pollution Act of 1990.

B. Site Description

The spill site is located just south of Utah Highway 83, 17 miles west of I-15 at Exit386. The underground pipeline traverses BLM land within the Bear River Migratory Bird Refuge. The area is characterized with marshes/wetland, open waters (i.e. shallow lagoons), water diversion structures, and grassland. The pipeline follows an old railroad bed (first continental railroad) that is adjacent to the marsh and wetlands areas. It is

estimated that approximately 50 barrels of diesel have been released.

IV RESPONSE INFORMATION

A. Current Situation and Removal Actions to Date

Chevron mobilized crews to the site at approximately 1400 hours on January 21 to begin containment and stabilization actions. The pipeline was shut down and the suspected area of the pipeline was excavated (trench) to a depth of 3-4 feet; a pin-hole leak was uncovered. Booms on adjacent shallow lagoons were set in place to capture free product. Sorbent was also placed near shore line for collection purposes. The high pressure pipeline, constructed in 1948, appears to be in good conditions except for the pin hole leak. Due to heavy vegetation within the marsh areas, little product was recovered.

Chevron reported the incident to the NRC at 1625 hours (MST). EPA was notified shortly thereafter. The OSC was dispatched to the site and arrived with START personnel at approximately 11:30 hours on January 22. Chevron was present with a full complement of response equipment and personnel. Chevron had instituted the Incident Command system and necessary resources were supplied to undertake the appropriate actions. During the afternoon of January 22 Chevron welded a protective sleeve over the leaking section of pipeline and made arrangements to provide internal testing of the line, thereby addressing long-term pipeline integrity. Chevron replaced the affected pipeline section. After the pipeline was secure, Chevron resumed transport of product thru the line. Additionally, Chevron had the pipeline inspected, via overflight, during the next few days after the release. This is in accordance DOT Office of Pipeline Safety regulations for regular 2 week aerial inspections. Site safety precautions were implemented by the Chevron Site Safety Officer. The site was deemed stabilized and secure.

EPA collected water along the shore line of the impacted marsh areas. Additionally soil samples within and adjacent to the pipeline trench were also taken. These samples will be analyzed for TPH and diesel constituents to determine contamination levels. Further characterization and sampling was conducted by Chevron and their consultant, starting January 24.

Personnel from the Utah Department of Environmental Quality, Utah Department of Wildlife Resources, and Bear River Health Department were on-site to evaluate the situation and coordinate the forthcoming Chevron remediation plan. The U. S. Fish and Wildlife Service was contacted and apprized of site developments. Contacts with BLM were being implemented. Given that the affected marsh areas are within a migratory bird preserve, it was mutually agreed by all that remediation should proceed quickly so as to restore the affected areas prior to the spring return of migrating water fowl.

EPA and START demobilized from the site late in the afternoon of January 22, 2000.

An initial site characterization study was commissioned by Chevron Pipeline during the early part of February 2000. Chevron carefully outlined the extent of contamination and coordinated a proposed remediation/restoration plan with all interested parties. Further, the study recommended an "in-situ burn" of the affected areas. After a few iterations and and subsequent discussions, an "in-situ burn" plan/permit was approved by members of the Regional Response Team on February 22, 2000. Due to inclement weather, the burn was not possible utilizing the original plan. Chevron proposed to amend the plan with the use of a "helitorch" and the use of "lumigel". This also approved on March 2, 2000. Chevron Pipeline successfully completed the in-situ burn on Friday March 10, 2000 using a private contractor.

Very heavy product concentrations were burned within the boundaries of the spill. Other areas with the spill boundary burned with light gray smoke suggesting no hydrocarbons. A detailed survey is being made of the area to look for pockets of materials not burned by the helitorch. Post burn sample collection took place on March 13, 2000 and subsequent sampling collection is scheduled for this week. Sample results are expected within a few weeks and will be utilized in the final remediation/restoration plan.

B. Planned/On-Going Removal Actions

Given that the affected marsh areas are within a migratory bird preserve, it was mutually agreed by all concerned that remediation/restoration should proceed quickly so as to restore the affected habitat areas prior to the spring time return of migrating water fowl. Efforts are continuing to develop the remediation/restoration plan post "in-situ burn". Confirmation sampling/analysis results will provide valuable information needed to establish the appropriate course of action for final remediation/restoration.

V. KEY ISSUES

From observations taken, it will be necessary to continue to develop and coordinate the comprehensive remediation plan that will address the restoration of natural resources, and residual contamination generated by the diesel release.

VI. COST INFORMATION

EPA initially opened the Oil Pollution Act Fund for $20,000 for purposes of monitoring the cleanup. As project developments unfolded it was necessary to amend the OPA ceiling with an additional $20,000 for a total of $40,000; primarily for purposes of funding essential participation from other federal/local entities and for additional analytical efforts.